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Still Lying About the Courts.

It has become evident that Colonel Theodore Roosevelt, composing editorial articles within the sound of the lion's roar, hates the judiciary in mid-Africa just as he hated the courts when he was in command at the Executive Mansion in Washington.

The following paragraph is from "The Thraldom of Names, an editorial by Theodore Roosevelt," from the Outlook, to which the former President is notoriously attached as a Contributing Editor:

"It is essential that we should wrest the control of the Government out of the hands of rich men who use it for unhealthy purposes and should keep it out of their hands; and to this end the first requisite is to provide means adequately to deal with corporations, which are essential to modern business, but which use the decisions of the courts and because of the shortsightedness of the public have become the chief factors in political and business debasement."

"Under the decisions of the courts," forsooth, the corporations of this country "have become the chief factors in political and business debasement!" The plain implication is that the law has been perverted by the judiciary so as to promote and facilitate corporate wrongdoing. This is what the writer professes to believe himself and manifestly desires to have the public believe.

A more monstrous imputation was never suggested by any one who has ever served the people in prominent public station. If Mr. Roosevelt really believes it his ignorance and credulity are astounding; if his persistent and recurrent snarling at the courts is without personal belief he is a public enemy and a conscious liar.

The Promise of Air Flight.

The bicycle manufacturers of fifteen years ago; have become the makers of automobiles, and the latter are now offering aeroplanes for sale. When everybody rode a bicycle and the craze or fashion gave a powerful impetus to the good roads movement, no one dreamed that in a little more than ten years the bicycle would be supplanted by the automobile; would in fact become almost obsolete. Now, before the first decade of the twentieth century is spent, the automobile is threatened with a rival and a successor, the aeroplane, that holds out a promise of the most exhilarating sport the world has ever known. Only the pioneers in the new flight, the professors of aviation, have yet experienced its joys, but they aver that they can teach it, and even promise a development of their invention that will permit everybody to fly at a cost less than that of possessing and operating an automobile. The price of an aeroplane in Paris to-day is \$5,000, for which no one can buy a high power automobile of the best style and finish.

There is no market list of aeroplanes in the United States as yet, but a New York firm of automobile dealers is prepared to make contracts for the construction of aeroplanes of a well known type, and their offer in a striking advertisement was not addressed to sensation levers, but to practical men who have the means to gratify a desire to sail through the air. It is obvious that no intelligent man would trust himself to an aeroplane, especially as the sport is bound to be an expensive one at first, until he was convinced that the risk was insignificant compared with the pleasure of being carried through space. This will be the task of the daring promoters in the new field. They profess to be able to furnish the conviction, and we are left to wonder whether secret trials of the aeroplane have transcended published results of its capacity for flight. There was a time not so very long ago when the offer to supply an automobile that would travel on a highway as far in a day as a train of cars or a steam railroad would have been received with as much scepticism as the proposal to sell aeroplanes for pleasure encounters now.

In an age in which science produces new marvels every few years and progress is a succession of leaps forward into what was but a little while ago the unknown or the impracticable, it will not do to dogmatize against the future of an invention that amazes us. Aerial navigation became an accomplished fact when Count Zeppelin manoeuvred his great ship in central Germany from city to city and province to province. The aeroplane—that is to say the heavier-than-air dirigible balloon—in more or less in the experimental stage, although its achievements take hold upon the imagination. Mr. A. M. Herring, an inventor of this type of air craft, is very sanguine about its future, predicting that it will attain a speed of 125 miles an hour, and some time or other carry two men 3,000 miles

without a landing. We are willing to believe it, but may be permitted to wonder how it is to be done. It is evidently more a question of the right kind of motor than of the fabric in which the motive power is installed, although there is much room for improvement in the ship itself and its accessories.

Thousands of inventors are at work on the fascinating problem, and we can't believe that they are all victims of a delusion. Some of them, like the Wright brothers, are the most thoughtful and practical of men, and as far removed from visionaries as Watt or Stephenson was. Perhaps it is risky to follow the example of Mother Shipton, but to doubt the promptings of scientific progress in these days may argue a dulness of apprehension.

The Echo From the Underworld.

Eight years ago the people of this town, unmindful of party allegiance or personal consideration, rose in revolt, not against a party but a system. That revolt was founded upon an administration of the Police Department which had transformed an agency for the protection of society into an engine for the propagation of profitable vice. The record written at that time was neither transient nor temporary; it set forth beyond peradventure the plain statement of certain things which the people of the city of New York would not abide, would not then or ever endure.

To those who passed along the streets in several quarters of the city on Thursday night there were potent signs and evidences that were unmistakable. There was a rejoicing that sent its own foul breath up from the depths. It was not merely the celebration of the passing of an honest man whose mistakes were his own and manifold, but whose public virtues were the menace of all this underworld. It was no passing wave of joy called forth by the defection of an enemy. It was the celebration of a date openly accepted as marking the return to conditions and to conduct of the Police Department which have not existed during nine long years.

It matters but little who is Police Commissioner of this town. It is of no great public consequence whether his personality awakens popularity or provokes censure. Not even the manner of his taking office can long concern a busy population. What does concern this population, however, is the question of whether the Police Commissioner so administers his difficult office and, is permitted by his superiors so to conduct his office that the essential decency as well as the necessary protection shall be assured to them. This and this alone is the public aspect of present and all police crises.

The people of the city are satisfied that Theodore A. Bingham was removed for political reasons. The vicious, the criminal and the unclean elements of the city population have accepted the removal as the proclamation of license to return to all the older and hateful conditions. They have already begun to act upon this assumption. The same suspicion is manifest among the mass of respectable citizens. Both may be wrong. If they are, a regrettable incident may be closed without ultimate political consequences. If they are not, it is out of such stuff political campaigns and popular uprisings spring to success.

The Little Message to Cuba.

Our Washington despatches have reported that the State Department sent to Cuba a "stiff note" concerning certain affairs which the Cuban Government is not handling to the satisfaction of the American officials. It is reported that the criticism refers to four specified matters. It at least places the new Cuban Government in an unfavorable light before the American people, a light seriously prejudicial to that Government unless the other side of the story is told.

The first of these reported official criticisms refers to contracts made for road building by an American concern. There has been delay in payments. These contracts are a part of the extravagant appropriations by which Mr. MAGOON exhausted the Cuban treasury and saddled the island with a huge burden of debt, with obligations which have strained the current revenues to their utmost. Of course the contracts, having been made by a recognized authority, must be kept and the contractors must be paid; but in view of the condition in which Mr. MAGOON left the Cuban cash box there is a decided element of unfairness in criticism of the Cubans for their present plight.

The second complaint refers to the contract for severing and paving Havana. This appears to be a howl before any one is really hurt. The contractors are said to be afraid to go on with the work lest there be default in the payments. This leads us to suspect pressure from certain banking interests desirous of loaning Cuba \$10,000,000 for which Mr. MAGOON provided by decree and which the Cubans do not want to borrow if the loan can possibly be avoided. The loan can be placed at any time if it shall appear necessary to place it, and there should be no insistence that Cuba borrow a huge sum in anticipation of misfortunes which may not come.

The third complaint deals with a proposed real estate transaction by which the Cuban Government is to exchange a property for which it has no important use for another property which it can use to great advantage. The arsenal yard which the railway company would acquire under the exchange is admirably located for railway purposes, and there is no better site in Havana for a union station. The railway property which the Government would acquire lies in the very heart of the city and is an ideal site for the proposed national buildings. The tracks which now run through and across the streets of the city to the Villa Nueva station are a nuisance and a menace to life. The railroad yards which lie across the street from the southern extension of the Prado are an unsightly blot on a beautiful avenue. The ex-

change of these properties and the erection of stately official buildings in place of freight sheds and a railroad yard between the Parque Central and the Parque Colon are assuredly most desirable. The proper question is the terms of the exchange, and we are not aware that they have yet been decided. If we rush in with objections every time there is in Cuba a proposal or a suggestion that fails to meet our official approval some department in Washington will need a new bureau.

The fourth matter was that of the purchase of guns for that absurd Cuban regular army created by a Magoon decree. Cuba needs no such army, but if it has an army the army must have guns. The guns were bought in Europe. There appears to have been no strenuous effort to sell American rifles. The gun order seems to have gone to Europe very much as other Cuban orders do, because of the American habit of sitting in an office and waiting for the orders to come from the island by mail or by cable.

It is doubtless well enough for us to let the Cubans see that we are not indifferent, officially or otherwise, to their affairs and proceedings. Interference of any kind, even fatherly criticism and admonition, should be essayed only with exceeding tactfulness, and knowledge thereof should be so presented to the American people that there may be neither mistake nor misapprehension of conditions and circumstances.

How to Tell a Patriotic.

We had hoped that everybody in these United States had his little, button, society, genealogy. Ancestors at least may still be had at reasonable terms; possibly there are not enough buttons to "go around." And in the multitude of our aristocrats, well decorated and medalled, if not always beautiful and good, there must be many impostors not to the button born. Dreadful thought, even "joiners" may be humbugs. In simpler days we suggested that our American aristocrats, our "prominent and wealthy" families, should wear a silver nose ring—substitute for the inconvenient spoon—so that they might be known and worshipped. For there is no aristocrat like a democrat. The "prominent" families have so increased, in spite of the homicides in which so many of them find exercise, that there is not silver enough for that badge of gentility.

Yet if there are plebeians left they should be, must be known. Well, the means of knowing them has come from a strange source. Yes, even from JOE BAILEY something can be learned. In the Senate Tuesday Captain BEN TILLMAN'S ironical amendment for a tax of ten cents a pound on tea was read. Mr. BAILEY, keen observer of life and manners in Copiah county, Miss., and Deaf Smith county, Texas, would not approve such a tax because tea is oligarchical, not of the plain people. The producing classes don't drink it, at least within his geographical range.

"I may be mistaken in my facts; if so, I will be mistaken in my vote, but I undertake to say that if we go back to the old State of Mississippi not one out of every twenty constituents of the Senator from Mississippi indulges in the use of tea. I feel warranted in saying that the people of my own State not in thirty use it. I was born on a farmhouse in my life, as I now recall, where they had tea. I have been on some plantations where they had a mansion and where they lived on the very fat of the land where they had tea, but the people who owned that plantation and lived in that mansion were as well able to pay a tax on tea as any other people of my acquaintance. But going back to the people who live on the modest farms, I do not recall that I ever sat at one of their tables in my life and found tea there. Coffee is always there; tea is never there."

Mr. BAILEY is "rather inclined to think that tea is not a healthy beverage," a remark which gives us new reason to regret the death of Dr. JOHNSON. The Lone Star economist, however, will let each man settle that question of the healthfulness of tea with his own appetite, but he insists "that the small percentage of the people who prefer the patrician's tea against the plebeian's coffee ought to be made to pay for that preference." Here, then, is a touchstone of gentility. The tea drinker is a patrician. The coffee drinker is a plebeian. For it is not only fair but inevitable to hold that each takes what is congruent to his nature. Thus the question of the eternal waitress, "Tea or coffee?" becomes a social inquisition. It is hard to understand why Mr. BAILEY, whose heart and voice throbs so warmly for the common people, resists the Tillmanian scheme to tax the patricians.

According to Captain TILLMAN, the per capita consumption of tea in this country is three pounds or a little more. The number of patricians or their capacity for swilling tea must be tremendous—horrendous, in fact.

Port Rates in Georgia.

Nobody can say that former Governor HOKES SMITH of Georgia has not the courage of his machinations. Shortly after his inauguration two years ago he removed JOSEPH M. BROWN from the State Board of Railway Commissioners because BROWN had opposed the "port rates" scheme. A week ago, just as he was going out of office, he removed Commissioner MCLENDON for the same reason.

Mr. MCLENDON speaks of the "port rates" plan devised by Governor SMITH as an expedient "in favor of a few shippers in Atlanta which would be rankly discriminatory as against many other shippers in Atlanta and as against practically every other town in the State." That stout and conservative if somewhat owlish old journal the Savannah News wants to know whether back of it all there is not "the effort of Atlanta to grab the jobbing trade of the State." Former Commissioner BROWN opposed the scheme "because it was not in the interests of the people of Georgia and at the same time manifestly unfair to the railroads," and this is the same "little JOE" BROWN who a few months after his removal from the Railway Commission entered the lists against the triumphant and arbitrary HOKES SMITH and

by a solid majority retired him to private life.

Of course the "port rates" question was uppermost in the minds of those who nominated BROWN for the Governorship and those who voted for him afterward. His removal was then of recent occurrence, and in fact he had no popular claim to support. He is not a popular man in any sense, he did not canvass the State with a brass band and hypnotize the multitude with burning eloquence. HOKES SMITH aroused the echoes in every nook and corner, but little JOE BROWN stayed at home among his pig pens and smokehouses and made no speeches at all. Nevertheless HOKES was ingloriously defeated and BROWN was emphatically elected; and if all this was not largely if not wholly because of the "port rates" issue the people of Georgia must have been sick and tired of HOKES SMITH on general principles. It seems clear to us that the victory of BROWN, considering the time, the manner and the circumstances, amounted to an announcement from the people of Georgia that they repudiated HOKES SMITH's "port rate" plan and proposed to substitute for him as Governor the very man who had been sacrificed because of his championship of their preferences.

HOKES is nothing if not defiant in the pursuit of his blunders. With such a demonstration before him and actually on his official death bed, he removed Commissioner MCLENDON just as he removed Commissioner BROWN, and for the same cause. He might have thought he was right in the first instance and believed that the people would sustain him later. He knew that public opinion was overwhelmingly against him in the McLENDON case and his act could have been intended only to exhibit his contempt for it. HOKES is a "good plucked" un, as our Cockney friends say, and he went down with all his teeth displayed.

Meanwhile little JOE BROWN is now Governor of Georgia, and we shall see what we shall see—not only in the matter of "port rates" but in other matters wherein agitators and demagogues have threatened the peace and imperilled the prosperity of the Commonwealth.

The manager of the Senate restaurant at Washington complains that the Senators do not eat enough.—Boston Advertiser.

They are trying to avoid the corporation tax.

The South needs more athletics, the North less. The illustrious name of CHARLES CARROLL is borne by a character of Durham, N. C., who would himself be illustrious here and is in no good odor there. CHARLES of Durham is described as a "tough," a snapper up of other people's chickens, a burglar in a small way, a maker of "blockade liquor of cheap chemicals and general coarseness." Yet he has gifts which would have given him fame and money here. He stands six feet eight, has "the reputation of being able to outrun a horse, and has been known to catch a rabbit in a foot race." We quote from a matter of fact, sober despatch in a Tar Heel paper. The shanked son of fleetness should have been transported to the North in his youth. Then he might have adorned a college instead of being shot at by a pursuing Sheriff.

The announcement that the speeches at Tammany Hall are to be short indicates that the agitation for a "sane Fourth" has made some progress.

Our always interesting and ever alert contemporary the City Record in its edition of yesterday contains these entries in the official directory:

"Police Department: THEODORE A. BINGHAM, Commissioner; WILLIAM F. BAKER, First Deputy Commissioner; FREDERICK H. BROWER, Second Deputy Commissioner; HENRY C. HANCOCK, Third Deputy Commissioner; ARTHUR WOODS, Fourth Deputy Commissioner; DANIEL G. SLATTERY, secretary to Commissioner."

Mayor MCLELLAN should put the Supervisor on trial for insubordination.

Judge Clearwater on the Battle of Saratoga.

TO THE EDITOR OF THE SUN:—The timely and admirable editorial in the SUN of June 26, on the battle of Saratoga, led me to think of the battle of Pennsylvania as a colleague with Chief Justice Woodward, and they met one evening at a supper where Judge Black was also a guest.

Something having led me to think of allude to a controversy then pending, and recently disposed of between the Senate and the House of Representatives as to the right of the Senate to originate a tax under the false pretence of an amendment to the Constitution, I thought I would say what he had himself, if my memory is not at fault, written upon the subject; and he said that in looking up the precedents the best discussion of the question he had come upon was in a report in the Irish House of Commons which had summed up the argument in favor of the prerogatives of the Commons by declaring that its right to originate money bills had not been disputed since Ireland had become a civilized country. In fact, since the days when the land ran with the cry of "Butterbrot-Crumbs!"—names "anonymous with rapine and pillage." He added that at the time he was having a dispute with General Butler, and he translated to him to quote this phrase and to translate it to him to quote this phrase and to translate it to him to quote this phrase.

"I will Butterize you and burn you up," but he had thought it a little unfair and had refrained from doing it. At this Judge Black asked, "How would your argumentative friend have liked that? Without knowing the question Mr. Garfield added that the phrase was only a partisan cry, meaning 'Crum forever—Butter forever,' and that Cram and Butler were both leaders under Wallenstein and General Schiller's play."

If the members of the Irish House of Commons so resented an encroachment by the House of Lords upon the privilege of the Commons, what would they have thought if the Crown or its representative had used a new form of tax and undertaken to draft the bill imposing it?

PHILADELPHIA, July 1. SENEX.

TO THE EDITOR OF THE SUN:—The owner of the saloon opposite my office window asked me to write a new form of tax and undertake to draft the bill imposing it.

NEW YORK, July 1. C.

Vain Quest for a Quiet Fourth.

There was a man who hated "The Fourth and all its noise." "It did me no good," he muttered, "from patriotic joys. Far, far from things terrestrial nor, in fact, from things in quiet. 'Altogether on an airship.'"

In cloudland's lonely spaces No sound assailed his ears. Crisp and still his sable curtain Let fall upon the spheres. Then rockets roared about him And dropped their fiery rain. His airship was lit with gas And he came down again.

LAURENCE, Pa., July 1. SOLDIER'S FRIEND.

THE SHACKLETON EXPEDITION TO THE SOUTH POLE.

An outline of the discoveries made by Lieutenant Shackleton within the Antarctic Circle was telegraphed on March 24 from the southernmost point of New Zealand to the London Daily Mail. The SUN reproduced the main facts of the expedition since the return of the explorer to London about a fortnight ago.

It is true that Lieutenant Shackleton fell a little short of attaining the geographical south pole, which he had planned to reach by a desperate rush across the ice of the Antarctic continent. He looked upon the object of his hopes from afar, however, and but for the loss of a pony at a most critical juncture he would have compassed it. As it was, the south magnetic pole was reached, and the British flag was planted at a point within only 97 geographical and 111 statute miles of the south geographical pole. Eight mountain chains were discovered, the southernmost of which was named by permission Queen Alexandra Range, and a hundred mountains were surveyed. A new coast was seen, the great volcano of Mount Erebus was ascended for the first time, coal measures were discovered, and the theory of the "polar calm" was disproved.

It was in 1906 that Lieutenant Shackleton's little ship, Nimrod, a converted whaler, landed the expedition at Cape Royd, and the work of exploration began. It was not until October 29 of the year named, however, that the preparations for the rush to the pole were completed. A party consisting of Lieutenant Shackleton and three companions left the base of operations with four ponies, the substitution of which for dogs had proved judicious. The motor car, on the other hand, had not been an unqualified success, though it had been found useful for laying depots and conveying stores. During the seventy days following October 29 each of the four men taking part in the forward rush had to do his daily march, dragging heavy loads, on twenty ounces of food, whereas according to Mr. Bernadino, another well known Antarctic explorer, the proper allowance is thirty-six ounces. On January 9, 1909, they made their last day's march to the south and halted at latitude 88 degrees 23 minutes. So closely had they cut the margin of safety that again and again food ran out just as the depots which they had left on their advance were reached. "It was painful to know," said Lieutenant Shackleton in an interview, "that with twenty-five pounds more of biscuits and thirty pounds more of pemmican we could have achieved the pole, but regret we were unable to do so."

Our food had been decreasing steadily until on some days we had only sixteen ounces daily. He added that their clinical thermometers showed that their temperatures did not record 93 degrees Fahrenheit it was manifest that their food must be increased.

Taking as little credit as possible to himself, Lieutenant Shackleton paid striking tribute to his men. He said that all did their work cheerfully, always with an hour of the night to take an observation or perform a necessary task. "Only the combination of such men—men who have no share in some lines—made the thing possible." A typical sailor, Lieutenant Shackleton, dismisses in conversation the difficulties and dangers of his journey as matters of ordinary occurrence, hardly worth mentioning. "They were the sort of things," he said, "that are inseparable from the job. Every one is pretty smart at saving his own life. It was all in the day's work."

Whether he would return to the Antarctic continent the explorer declined to say. He was quite willing to leave, however, that in no event would he follow the same route. That matter, he said, would be discussed at length in the report which is now in preparation. After the balance published, he has promised to lecture in the United Kingdom, the United States, Germany, France and Italy. Meanwhile he has solved some important problems and has linked his own name and his country's with a great scientific achievement.

Butlerbrot or Crumbs.

TO THE EDITOR OF THE SUN:—Some years ago, when Planchon was Consul, Mr. Garfield came to Philadelphia to take part in the centennial celebration of the signing of the Declaration of Independence. Chief Justice Woodward, and they met one evening at a supper where Judge Black was also a guest.

Something having led me to think of allude to a controversy then pending, and recently disposed of between the Senate and the House of Representatives as to the right of the Senate to originate a tax under the false pretence of an amendment to the Constitution, I thought I would say what he had himself, if my memory is not at fault, written upon the subject; and he said that in looking up the precedents the best discussion of the question he had come upon was in a report in the Irish House of Commons which had summed up the argument in favor of the prerogatives of the Commons by declaring that its right to originate money bills had not been disputed since Ireland had become a civilized country. In fact, since the days when the land ran with the cry of "Butterbrot-Crumbs!"—names "anonymous with rapine and pillage." He added that at the time he was having a dispute with General Butler, and he translated to him to quote this phrase and to translate it to him to quote this phrase.

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GENERAL BINGHAM.

Some Brief Remarks About Him.

TO THE EDITOR OF THE SUN:—I was glad to read in to-day's SUN the good words commensurate of an honest and fearless public servant.

What will New York city gain by the removal of General Bingham? Can the taxpayers expect to get more for their money if a politician is placed at the helm of the Police Department than they did from a man whose ambition it was to make the police do their duty, and who was not influenced by any bunch of tax eaters when trying to enforce discipline?

General Bingham has gained the respect and esteem of all fair minded citizens.

NEW YORK, July 2. H. C. L.

TO THE EDITOR OF THE SUN:—By his rugged honesty, absence of cant, and loyalty to his subordinates, in whose integrity he believes, General Bingham has indeed assumed "commanding" proportions. More power to him!

NEW YORK, July 2. J. H. H.

TO THE EDITOR OF THE SUN:—Now will our useless Governor remove the Mayor for his prostitution of the Police Department of New York?

BROOKLYN, July 2. G. L. RESS.

TO THE EDITOR OF THE SUN:—It seems to me that the honors of the dispute and combat are with General Bingham. My friends and business associates generally think the same way.

The alliance of Gaylor with Tammany Hall and McCellan is quite apparent.

BROOKLYN, July 2. P. O. MCGIBBEN.

TO THE EDITOR OF THE SUN:—Put your editorial on the removal of Bingham at the head of the paper in black faced type and keep it there until November 3.

NEW YORK, July 2. G. J. M.

TO THE EDITOR OF THE SUN:—Any one wanting champagne free to-night and libitum has only to go to any headquarters of poolroom keepers, gamblers, etc., for many a bottle will be opened in celebration of the downfall of Bingham.

I am one of the fools that sometimes patronize those gentlemen, and I know.

NEW YORK, July 1. S.

TO THE EDITOR OF THE SUN:—Merely a suggestion to the Committee of One Hundred:

Theodore A. Bingham for Mayor.

This also applies to the Four Million.

BROOKLYN, July 2. JOSEPH WIELAN.

TO THE EDITOR OF THE SUN:—In my opinion the highest compliment which could be paid to Commissioner Bingham is in the remark of one of the uniformed plain every day policemen. Here are his exact words:

"You can take it from me and you must believe it that to-day there is absolutely no graft in the department. All we get to-day is our salary. Bingham won't stand for it, and the bosses know it."

Bingham would make a dandy Mayor, and if he could get the nomination I don't believe there is one lot of doubt that he would be elected.

NEW YORK, July 2. H. W. G.

Notes From Abroad.

From a consular report it appears that a number of persons in and around Smyrna, Asiatic Turkey, are organized with the object of swindling foreign merchants. Several American business houses have suffered. Sending bills of lading in excess of real value of shipments, and using raw materials of lower quality than ordered and giving short weights are among the methods employed by the swindlers. Names and details of cases are being sent to the Bureau of Manufactures, Washington, D. C.

Of Corea's native population of 5,535,546 a total of 5,535,000 are tobacco smokers, using annually 40,000,000 cigarettes. The tobacco used is mostly of native production. About \$500,000 worth of foreign cigarettes are imported annually. Japan supplies half and American and British interests the other half.

The German Orient Bank has recently established three agencies at Manama, Minin and Bent Sul, in the cotton districts of Egypt, and projects similar agencies at various points in Asia Minor.

Vancouver, British Columbia, is very busy, especially in real estate and building operations. The city is now in the midst of a building boom, and the laying of water and sewerage pipes. The electric railway is extending its lines freely. Large lumber cargoes are going to Great Britain, and the city is now a great center of trade.

Oil is found for a distance of 230 miles on the east coast of the island of Saghalien, but its commercial value is yet to be ascertained. Being the only oil in the world which is not refined, it is of great value for the manufacture of kerosene. There are rumors of active development soon to begin.

The Finance Minister of Canada says that the iron and steel industry will not be required to close its plants until December 31, 1910, in deference to prevailing public sentiment. One of the companies (the Dominion) got \$1,200,000 bounty for the closure, while the others got \$1,000,000. Others drew from \$500,000 to \$250,000.

G. W. Stephens, chairman of the Harbor Commissioners of Montreal, says: "With the exception of San Francisco, Montreal is the only port in North America where every ship that comes ashore belongs to the public and is under the control of a public commission."

The French Navy Council has decided that the number of steamships of the line should be reduced. The expenditure necessary to carry out this decision will be \$600,000,000, to be spread over ten years.

Canadian bank deposits are \$100,000,000 larger than at this time last year.

A sale by auction of 2,000 lots at Prince Rupert, British Columbia, the terminal of the Grand Trunk Pacific Railway, revealed the fact that the Transvaal Government will proceed immediately to construct 500 miles of additional railway at a cost of \$8,000,000.

KING EDWARD AND "THREE WEEKS."

TO THE EDITOR OF THE SUN:—A cable despatch from London which you published to-day contains a paragraph about "The King and the Censor," alluding to the proposed restriction of the King's "Three Weeks" by the British official, in which it is suggested that the Premier's recent avowal that the censorship is unsatisfactory was largely due to King Edward's visitation over this interference with Mr. Lyster's London program. Perhaps there had not already existed an influential agitation against the office among the King's subjects the thwarting of the royal pleasure in a particular case would not have brought on a crisis; but a fairly gradual process, the censor has a little inaccuracy in another sentence of the despatch, where your correspondent says: "It may be recalled that the play the King selected for a state performance on the occasion of his memorable visit to the British Museum was 'Three Weeks,' which was prohibited later in London when a French company wished to play it."

The reference here is doubtless to the King's first visit to Paris, when he saw the play "Three Weeks" at the Theatre Francaise. The play was chosen by the King for the gala performance at the Theatre Francaise on that occasion. The play was a comedy, and it was a very successful one. The King's visit to Paris was a very important one, and it was a very successful one. The King's visit to Paris was a very important one, and it was a very successful one.

My real motive for writing this, however, is to mention the fact that I was in the dress circle of the Theatre Francaise at the gala performance in question. Throughout this visit the King was very much interested in the play, and he was very much interested in the play. The King was very much interested in the play, and he